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USCB-2003-15506-3

PAPERWORK REDUCTION ACT SUBMISSION

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1. Agency/Subagency originating request Dept. of Homeland Security/US Coast Guard		2. OMB control number a. <u>1 6 2 5 - 0 0 3 3</u> b. <input type="checkbox"/> None	
3. Type of information collection (check one) a. <input type="checkbox"/> New collection b. <input type="checkbox"/> Revision of a currently approved collection c. <input checked="" type="checkbox"/> Extension of a currently approved collection d. <input type="checkbox"/> Reinstatement, without change, of a previously approved collection for which approval has expired e. <input type="checkbox"/> Reinstatement, with change, of a previously approved collection for which approval has expired f. <input type="checkbox"/> Existing collection in use without an OMB control number <i>For b-f, note item A2 of Supporting Statement instructions</i>		4. Type of review requested (check one) a. <input checked="" type="checkbox"/> Regular submission b. <input type="checkbox"/> Emergency - Approval requested by: ___/___/___ c. <input type="checkbox"/> Delegated 5. Small entities. Will this information collection have a significant economic impact on a substantial number of small entities? <input type="checkbox"/> Yes <input type="checkbox"/> No	
		6. Requested expiration date a. <input checked="" type="checkbox"/> Three years from approval date b. <input type="checkbox"/> Other Specify: ___/___/___	
7. Title Display of Fire Control Plans for Vessels			
8. Agency form number(s) (if applicable) n/a			
9. Keywords Fire safety, Marine safety, Plan, Vessel			
10. Abstract This information collection is for the posting or display of specific plans on certain categories of commercial vessels. The availability of these plans aid firefighters and damage control efforts in response to emergencies.			
11. Affected public (Mark primary with "P" and all others that apply with "X") a. <input type="checkbox"/> Individuals or households d. <input type="checkbox"/> Farms b. <u>P</u> Business or other for-profit e. <input type="checkbox"/> Federal Government c. <input type="checkbox"/> Not-for-profit institutions f. <input type="checkbox"/> State, Local or Tribal Gov't		12. Obligation to respond (Mark primary with "P" and all others that apply with "X") a. <input type="checkbox"/> Voluntary b. <input type="checkbox"/> Required to obtain or retain benefits c. <input checked="" type="checkbox"/> Mandatory	
13. Annual reporting and recordkeeping hour burden a. Number of respondents <u>1,822</u> b. Total annual responses <u>1,822</u> 1. Percentage of these responses collected electronically <u>0</u> % c. Total annual hours requested <u>911</u> d. Current OMB inventory <u>798</u> e. Difference <u>+ 113</u> f. Explanation of difference 1. Program change 2. Adjustment <u>+ 113</u>		14. Annual reporting and recordkeeping cost burden (in thousands of dollars) a. Total annualized capital/startup costs b. Total annual costs (O&M) c. Total annualized cost requested d. Current OMB inventory e. Difference f. Explanation of difference 1. Program change 2. Adjustment	
15. Purpose of information collection (Mark primary with "P" and all others that apply with "X") a. <input type="checkbox"/> Application for benefits e. <input type="checkbox"/> Program planning or management b. <input type="checkbox"/> Program evaluation f. <input type="checkbox"/> Research c. <input type="checkbox"/> General purpose statistics d. <input type="checkbox"/> Audit g. <u>P</u> Regulatory or compliance		16. Frequency of recordkeeping or reporting (check all that apply) a. <input checked="" type="checkbox"/> Recordkeeping b. <input type="checkbox"/> Third party disclosure c. <input type="checkbox"/> Reporting 1. <input checked="" type="checkbox"/> On occasion 2. <input type="checkbox"/> Weekly 3. <input type="checkbox"/> Monthly 4. <input type="checkbox"/> Quarterly 5. <input type="checkbox"/> Semi-annually 6. <input type="checkbox"/> Annually 7. <input type="checkbox"/> Biennially 8. <input type="checkbox"/> Other (describe)	
17. Statistical methods Does this information collection employ statistical methods? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		18. Agency contact (person who can best answer questions regarding the content of this submission) Name: <u>Mr. David Du Pont</u> Phone: <u>(202) 267-0971</u>	

**Supporting Statement
for
Display of Fire Control Plans for Vessels**

A. Justification

1) Circumstances which make the collection of information necessary.

The requirement for the display of certain vessel plans is part of the Coast Guard's Marine Safety Program in Title 46, Code of Federal Regulations (CFR). The Coast Guard requires the posting of general arrangement plans of the vessel noting the fire detection systems, manual alarms, fire-fighting equipment, fire doors, entries into different compartments, and ventilation systems. The need for ready availability of this information is particularly critical in the event of shipboard fire or flooding to control damage. In the event an emergency occurs in which assistance is rendered from other vessels, the Coast Guard, or local shore side fire department, the information and its availability is crucial in minimizing danger to those on board, damage to the vessel, and the safety of the port and the environment. The Coast Guard authority to mandate such posting requirement is derived from 46 United States Code 3305 and 3306.

This information collection supports the following strategic goals:
Coast Guard

- Safety
- Protection of the Natural Resources

Marine Safety, Security and Environmental Protection Directorate
(G-M)

- Reduce crewmember deaths and injuries on U.S. commercial vessels
- Reduce the risk of major loss of life on passenger vessels
- Reduce the amount of oil discharged into the marine environment
- Reduce the amount of chemicals entering the environment
- Reduce the consequences of pollution incidents

2) Purpose of the information collection.

The information contained on these plans will be used by shipboard personnel during routine duties, such as equipment and system maintenance or servicing, as well as under emergency conditions such as equipment and system maintenance or servicing, as well as under emergency conditions such as fire or flooding. In the event assistance is rendered from external sources, the plans allow rapid familiarization with the vessel and its systems. This material is also checked periodically by Coast Guard marine inspectors to help insure all information is correct and up-to-date. Without this requirement, vital safety-related information may not be available

during emergency situations.

3) Considerations of the use of improved information technology to reduce the burden.

E-format is not possible for this collection. The need for ready availability of this information--in all possible vessel conditions including loss of power--is particularly critical in the event of shipboard fire or flooding to control damage. In the event an emergency occurs in which assistance is rendered from other vessels, the Coast Guard, or local shore side fire department, hard copy display of this information is crucial in minimizing danger to those on board, damage to the vessel, and the safety of the port and the environment.

4) Efforts to identify duplication. Why similar information available cannot be used.

Display of these plans is also required for compliance with SOLAS chapter II-2, Regulation 20 for vessels engaged in international voyages.

5) Methods used to minimize the burdens to small business if involved.

Small entities typically have smaller/fewer vessels, thus the impact of this requirement would be reduced.

6) Consequences to the Federal program or policy if collection were conducted less frequently or not collected.

The failure to have the vessel plans available could be a major safety problem in the event of an emergency situation. This would be a glaring deficiency in the Coast Guard's efforts to maintain and promote maritime safety.

7) Special circumstances for information collection.

Not applicable.

8) Consultation.

The information collection requirements were presented for public comment in accordance with the Administrative Procedure Act of 1946. The requirement for the display of plans has been in place in Title 46 CFRs since mid 1960s. Both the maritime community and the Coast Guard are familiar with the informational requirement and the safety features it offers. No additional consultation is deemed necessary.

9) Decision to provide any payment or gift to respondents.

Not applicable.

10) Assurances of confidentiality provided to respondents.

There are no assurances of confidentiality involved.

11) Additional justification for any questions of a sensitive nature.

There are no questions of a sensitive nature involved.

12) Burden Hour and Annualized Cost Estimates.

- **The total annual respondents [and responses] are 1,822.**

The following table specifies the affected population by this requirement.

Table 1
Vessels Required to Display Fire Control Plans

46 CFR	Population Description	Population
35.10-3	Subchapter D Tank Vessels Tank Barge--(All with more than six persons aboard) 3 Tank Ships 143	146
78.45-1	Subchapter H: Passenger Vessels-- 1,000 gt + 110 Others on international voyages (SOLAS) 97	207
97.36-1	Subchapter I: Cargo and Miscellaneous Vessels-- (Barges and self propelled vessels) Freight Barges 5 Freight Ships 330 Industrial Vessels 116 Towboat/Tugboat 16	467
109.563	Subchapter I-A: MODUs--(All)	117
131.945	Subchapter L: Offshore Supply Vessels OSVs - (All)	851
169.853	Subchapter R: Nautical Schools--(Sailing School Vessels 100+ gt)	9
196.36	Subchapter U: Oceanographic Research Vessels-- (All)	25
Total Vessels		1,822

The total population required to meet this collection is **1,822** vessels.

- **The estimated total annual burden hour is 911.**

It is estimated that each respondent will check the plans at intervals corresponding to the Coast Guard inspections of the vessels. In addition, there may be instances during the periods between inspections when material changes to the vessel must be posted on the display plans. For small changes, minor alterations to the plans will be necessary. These are typically pen and ink corrections. Large or substantial alterations to the vessels are reflected in new plans or drawings completed by naval architects. Changes of this magnitude

require the posting of new plans. It is assumed that this posting requirement involving the checks and minor corrections of posted plans each take approximately 30 minutes annually (**1,822 vessels X 0.5 = 911 recordkeeping hours per year**).

- **The estimated total annual cost burden is \$45,550.**

It is assumed that an employee with an equivalent salary rate of a LT would conduct the work and would earn approximately \$50 per hour (enclosure (2) to COMDTINST 7310.1F). Therefore, the annual cost burden is **911 burden hours X \$50/hour = \$45,550.**

13) Total annual cost burden (capital and start-up).

Not applicable.

14) Estimates of annualized cost to the Federal Government.

Estimates of cost to the Federal Government is **\$21,432**. This figure is based on Coast Guard Marine Inspectors (LTs/LTJGs/CWOs) spending .25 hours/vessel/year with an average hourly cost of \$47/hour, for a total of 399 hours checking the display plans for the **1,822** respondent vessels. (**1,822 vessels X .25 hours/vessel = 456 hours; 456 hours X \$47/hour = \$21,432**)

15) Reasons for change in the burden.

The change in burden is an adjustment due to the increase in the vessel population numbers, particularly passenger vessels of 1,000+ gross tons, MODUs and OSVs.

16) Plans for tabulation, statistical analysis and publication.

No plans exist for the use of statistical analysis or to publish this information.

17) Approval for not explaining the expiration date for OMB approval.

Not applicable.

18) Exception to the certification statement.

Not applicable.

B. Collection of Information Employing Statistical Methods

Not applicable.